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Data on the SE-2010 Armagnac, Breguet-763, 30-30
Bretagne, and the Vickers Viscount

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1. The SE-2010 is a French transport aircraft which is called the Armagnac. The SE refers to the manufacturer SENCASE - Societe Nationale de Constructions Aero-nautiques du Sud-Est/. The prototype of the Armagnac was first flown in January 1949. Eight production aircraft were manufactured; the first one of these flew in December 1950. I believe that seven Armagnacs are in existence at present. I think that the SE-2010 is no longer in production, or, if it is, a very small number of them are being completed. To the best of my knowledge no airline is planning to buy this type of airplane. The Armagnac is pressurized for cabin altitude of 2500 meters at 6,000 meters. It has a crew of from seven to 11 persons. It carries 84 persons in normal seating and 107 in second-class version. Cargo capacity is 43 cubic meters. Specific details in regard to the engine, range, cruising speed, and other matters pertaining to the Armagnac are to be found in Jane's, "All the World's Aircraft" 1952-1953. A photograph is also provided. In addition, various US and French aviation magazines carried articles on this plane.
2. The Armagnac originally was designed to accommodate three tiers of berths. As a result it has a small luggage compartment. The cabin is extremely high, resulting in wasted space. As far as I could tell, it is a good plane aerodynamically speaking. I believe it will be good as a troop transport or as a hospital transport. In that case, the aircraft possibly could accommodate four tiers. Such a small number of SE-2010s were built that there is now a shortage of parts. In addition the fact that so few were built means that the aircraft cannot be considered fully tested and proven. TAI Compagnie de Transports Aeriens Inter-continentaux has had the Armagnac in operation since about the middle of 1952. These flights could be considered as service testing the aircraft. The Armagnacs were used on the route to French Indochina. However, TAI has stopped utilizing these aircraft, or is just about to stop utilizing them. A combine of two or three French airlines will use the Armagnac, however. This combine will include TAI and there probably will be some participation on the part of the French Government. This combine will transport government personnel and troops to French Indochina.
3. The only other large four-engine (piston engine) French transport aircraft is the Breguet-763. The Breguet-760 was an earlier model. These aircraft are

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produced by the Breguet Company, which is a private firm. The planes are of about the same vintage as the Armagnac. They have two decks and look roughly like a Fairchild C-119. Details on this aircraft would also be available in Jane's. Incidentally as is known, the majority of French aircraft companies are unfortunately still nationalized and I have heard from well informed sources that apparently the nationalized aircraft industry is still infiltrated by Communists and is still inefficient.

4. The SO-30 is called the Bretagne. The SO refers to the manufacturer SNCASO - Societe Nationale de Constructions Aeronautiques du Sud-Ouest/. The Bretagne is rather similar to a Convair 240. I would say that in vintage it is older than the Armagnac but is definitely a post-World War II product. The SO-30 is a twin-engine aircraft with a twin tail and tail wheel landing gear. It is pressurized and uses the Pratt & Whitney 2800 engine. Again specific details on this plane would be available in Jane's.
5. In speaking of the Vickers Viscount I would like to limit my remarks to my personal impressions gained from a flight in a Viscount. I imagine that detailed specifications of the aircraft are available from other sources. I went on a demonstration flight in a Viscount owned by BEA British European Airways in about April 1953 at Geneva. The Viscount has much less vibration than a piston engine plane. However, I would say that during take-off and climb it is as noisy as, for example the Convair 240 or 340, but with a different type of noise, ie the noise is of higher frequency. During take-off and climb any passenger in the extreme forward part or the rear part of the cabin experiences quite a bit of noise. The props seem to move at a very high number of rpm, but I am told that this is not actually so. The Viscount may be described as a good clean aircraft. I would say, however, that it does not seem to perform too well on take-off and while climbing; its performance seems to be laborious. This airplane has four small turbo-prop engines called the Rolls-Royce Dart. Each I believe is about 1200 hp. It is said to cruise at about 300 miles per hour at 25 thousand feet, but I think the real speed is about 250. It may be said to compete with a Convair 240 or 340. In flight the wing of the Viscount wrinkles, which is of course also experienced in other aircraft. The wing is a two spur affair with close heavy ribs and no span-wise stringers. Since it has heavy skin, it gets fewer but deeper wrinkles.

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